5: Crowder J-5 (1955-1961) 1962
MS37 Senegal MS37

Africans. Indeed only very small scale trading is in the hands of Africans, otherwise large scale commercial enterprises are run by Europeans, and most of their managerial staff being European. Between these large scale organisations, the whole range of middleman trade is dominated by Lebanese and the so-called *petit blancs*. Small shopkeeping is predominantly in the hands of the Mauritanians, though larger shops particularly in Dakar, are run by Lebanese and Europeans. At first sight this would seem to be an unhealthy situation, and it would be foolish to ignore the inherent dangers in it. But the most ardent critics of this state of affairs are as often as not visiting Africans, not the Senegalese themselves. When a Nigerian shops in Printania or goes to the local bank in Dakar, he is shocked by the number of Frenchwomen employed in jobs he is accustomed to seeing held by Africans in Lagos. But in considering the rather special case of Dakar one must take into account a number of factors that are often overlooked by would-be critics.

Senegal is a territory of only 3,100,000 people and in the normal run of education in French-speaking African states, even taking into account Senegal's special position among them, the percentage of the population available to fill managerial and sub-managerial posts or indeed any 'European-style' job in all sectors of the economy, can hardly match up to the requirements of the most highly industrialised city in West Africa. In addition Dakar has a large international airport and a port that was the third largest in the French Union. It is also the centre of government for Senegal and the terminus of a railway. It is not surprising therefore that Senegal finds it more difficult to find the appropriate number of Africans to fill its senior posts in commerce and industry than Lagos which has a Nigerian population of over 36 million to draw on. Furthermore Lagos is in the centre of an area where missionaries have been active for over a hundred years and consequently

/17 cont./

each year. In spite of the use of cars of great capacity, the transport facilities are insufficient during the first months of trade. However, the practice of degressive tariffs, so as not to place at a disadvantage the production of regions that are farther from the place of destination, limits all the more the possibility of an increase of vehicles, since the traffic in groundnuts is essentially seasonal and it poses a problem of return freight. The three ports of Dakar, Kaolack, and Ziguinchor consitute, for exports, freight breaking-points between land transport and maritime transport. The latter is handled for the most part by the vessels of companies who undertake regular service: Delmas et Vieljeux, Maurel et Prom, etc.; they also have competition from the tramps. These /18/ multiple freight-breaks weigh quite heavily on the price of groundnuts, quite low at the outset, due to the fact that each of them is accompanied by multiple manipulations.

2) The manipulations. In its present organization, the circuit of the groundnuts involves many manipulations, because the product is transported in bags. At each step it is necessary to weigh the bags, to empty them into the secco, and then, when they are again forwarded, to proceed to another weighing and rebagging. Over and above the cost of the labor, the firms and sometimes the traders must bear the great expense of buying and repairing great quantities of bags which quickly wear out or go astray. M. Barbier estimates that a bag of groundnuts undergoes 16 handlings at the minimum from the place of production to the port. A solution to this problem might be found in transporting the product loose, by trucks and cars with gratins, loaded by mechanical transporters. These transformations presuppose great investments, which the groundnut, a cheap and, above all, seasonal product, cannot amortize.

3) Regulation of the condition. The decree of 11 January 1926 created an Office d'inspection et de conditionnement de l'arachide /Office of Inspection and of the Condition of

/375 cont./

175 369 [712] name of France by the post-captain Protet, who materialized this taking of possession by the construction of a protective fort, from which outfitting soon began. Work on the port[1] began in [505] 1862, and, on 4 November 1866, the first accomplishments were inaugurated by the first passage of a packet-boat. As early [502] as the first of April 1864, the lighthouse of the Grande-Mamelle was lighted, followed two years later, on the first of December 1866, by the two lighthouses with fixed lights at Cape Manuel and the Pointe des Almadies /Cape Almadies/. A first plan for the future city was approved by the decree of 1 July 1862, while from this time on a plan for a railroad to link Dakar and Saint-Louis agitated opinion.

Nevertheless, despite these efforts, the launching of Dakar, put under the administrative guidance of Gorée, was difficult; the city was unpopulated, the Goréans monopolizing the lands without wanting to leave their island. Moreover, Rufisque, closer to the regions where groundnuts were cultivated, was better located for commerce with the interior and, because of this, contributed to blocking the development of Dakar. But [633] the decree of 17 June 1887 separating Dakar from Gorée marked a decisive turning point (1885) in the life of the new creation.

369 2. Dakar, metropolis before being a city. Having become an autonomous center as a result of the Conference of Berlin, at a period when the colonial rivalries between the great powers were accentuated, Dakar benefited from the effective support /376/ of a mother country determined to make it a base for its expansion in West Africa.

●504 369 It was the port in particular that was to be the essential instrument of the launching and of the power of Dakar. Its first elements constructed shortly after the occupation were clearly insufficient, and as early as 1892 it was necessary to extend the old embankment by 200 meters and to add on to it a pier of 280 meters (present Pier III). But it was especially from 1899 that [712] the great works began. The military port, which had to serve as

[1] [i.e., The port of Dakar--Analyst]

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504 369 712 the support point for the whole military organization of the West African coast, was constructed between 1899 and 1902. Some of these accomplishments, such as the north jetty, the extension of the south jetty, and the dry dock, also concerned the commercial port, the construction of which began immediately afterwards and continued from 1903 to 1910. Two new piers were added to the first one, delimiting three docks between the south jetty and the military port, while the outfitting of the platforms was vigorously carried on (9).

9. Morazé, Ch., "Dakar", Annales de Géographie, 1936, pp. 607-671.

[113]

369 648 This phase of the construction of the port was accompanied by a very important act which was to serve as support for the development of Dakar: the transfer in 1902 of the office of the Government-general of West Africa from Saint-Louis to Dakar, which led to the establishment of high administrative offices in this city (Contrôle Financier, Treasury, Public Works, etc.) (10), although the Governor-general, awaiting

10. Morazé, Ch., op. cit., p. 620.

the construction of his palace, was installed at Gorée, where he remained until 1907, an event adding considerably to the accomplishments on the port and which marked the beginning of the prodigious vigor of Dakar (Fig. 3). 7/1

369 [505] As early as 1911 the port registered a tonnage of more than four million tons; it exceeded 5.6 millions in 1913. During the course of the First World War it played a role that greatly surpassed anything that the founders could have hoped for: in 1917, a tonnage of 10.5 million tons. To be sure, the end of the war led to a sharp decrease in the arrivals and departures, [504] but the recovery that followed the war was such that new works for the port soon became necessary. They were done between

7/1 [See Category 116, P.19-- Analyst]

/376 cont./

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504 1927 and 1933 in the northern zone, where laying out a platform intended for groundnuts was undertaken with the construction of three new piers, one of which was intended for traffic in combustibles. Finally, a maritime wet-dock was installed in the southern zone (11).

11. Coursin (L.) op. cit., p. 278.

Moreover, these new works did not end the construction of the port. Outfitting and new arrangements continued up to the eve of the Second World War and were taken up again immediately afterwards, making the port the complex organ that it is today: /377/ 6,904 meters of quays, of which 2,794 have depths of 20 meters and more, 2,103 meters with depths of 8 to 9 meters, 580 meters with depths of 6.50 to 7.50 meters, and, finally, 1,427 meters reserved for small boats, the total providing quay posts for 31 ships at a time; a water surface of 210 hectares; 682,000 square meters of platforms, of which 53,940 square meters are covered; and, finally, 240,000 square meters of storage space for hydrocarbides (12). These

[113] 12. Synthèse de la situation économique de l'ex-A.O.F. durant la période 1948 à 1958, Vol. IV, p. 712. Publication of the Chambre de Commerce, d'Agriculture et d'Industrie de Dakar.

are the essential elements of the infrastructure of the port of Dakar, which has become a very effective instrument, fully valorizing a favorable location at the crossroads of the heavily traveled maritime routes. Dakar thus receives ships from practically all of the countries possessing a merchant marine; only the flags of Saudi Arabia, Iran, China, and Russia do not wave in the port of Dakar.

[439] This great frequentation comes about first from the fact

/377 cont./

369 439 504 that Dakar is designated above all as a port d'escale, "a service station," of the tropical Atlantic, provisioning the ships with water and, above all, combustibles; the latter, represented in former times by coal in particular, are now almost entirely made up of hydrocarbides, the export and import traffic of which sometimes represents more than double that of merchandise: 211.1% in 1954, 233.6% in 1955, 186% in 1959.

369 439 487 But, beyond this role as a port d'escale, Dakar thrust ahead as a metropolis, governing a large region. In fact it is via Dakar that food products (rice, flour, sugar, etc.), cloth and thread, industrial products, etc. come in, principally destined for Senegal, Mauritania, and the Sudan, which, in return, send groundnuts, gum, hides wax, etc. to it for export. This situation is the result of struggles in the recent past between Dakar and the old maritime or river ports which shared the light traffic of former times. [505] The construction of the port and modern means of communication with the interior permitted Dakar to eliminate its rivals very quickly.

369 [505] The establishment of Gorée, caught in a crisis since the abolition of slavery, despite the resistance, at first active and then passive, of its municipality (13), has been practically

[113] 13. In the work by J. Charpy (La Fondation de Dakar /The Founding of Dakar/, Larose, Paris, 1958), there is a series of documents on the various aspects of this resistance.

eliminated from the economic circuit since the accomplishment of the great work of the commercial port. Business then emigrated [162] to the continent, while the city went to sleep, losing more and more of its population; from 3,200 inhabitants in 1872, it went to 2,068 in 1891, 1,249 in 1910, 998 in 1921, so that the com- [633] mune was abolished and attached to Dakar in 1929, and then the entire island was classified as a historical monument in 1944.

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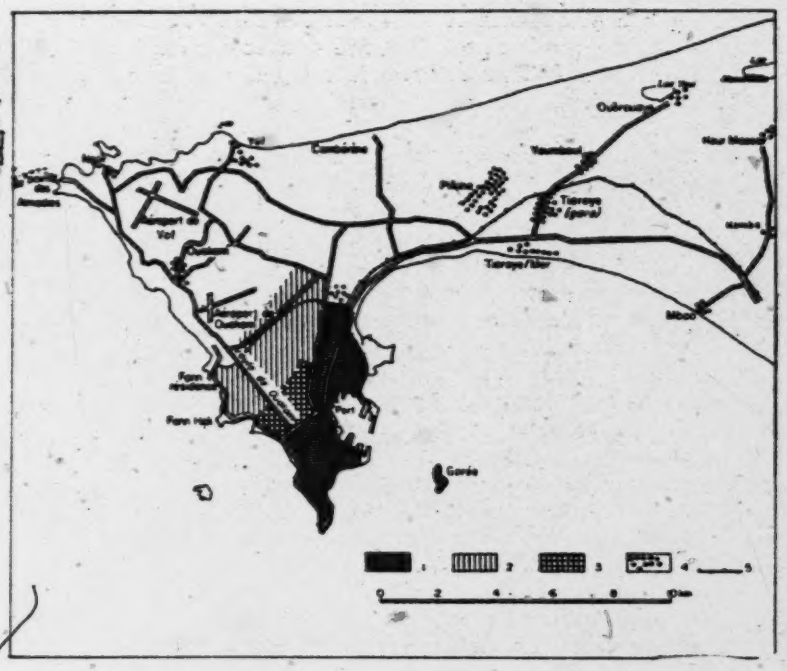

Fig. 2. The quarters of Dakar. --1. Dakar-ville and the industrial zone; 2. Greater Dakar; 3. Médina; 4. villages of the suburbs; 5. railroads.

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groundnuts at Rufisque, nearer to the centers of production in Cayor. Therefore Rufisque soon became the groundnut capital. As early as 1862, 27 European or Gorean merchants were established there (and 12 at Bargny, located three kilometers farther to the east). Three years later, this figure climbed to 35 (14).

14. Note 1 in Fondation de Dakar, op. cit., p. 328.

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The activity at Rufisque was so great and the launching of Dakar so

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369 633 difficult that the commandant of Gorée, Pinet-Laprade, in a letter of 9 May 1862 (15), proposed to the governor of Senegal

15. Archives of the G. G. A. O. F. 4 B 20, 13 G 299, L 9, in Fondation de Dakar, op. cit., pp. 327-329.

that the authority of the settlement of Rufisque be abolished in order to avoid stifling Dakar. Evidently Pinet-Laprade was not followed, and the declassing of Rufisque, which nevertheless was to intervene later, was the result of a bitter struggle. As 369 soon as it was possible to draw up alongside the quay at the port 505 of Dakar, Rufisque lost the advantage of its situation, which had 504 permitted a saving, in relation to Dakar, of some 30 kilometers of land travel. Actually, this drawing up to the quay by the ships ended the slow transshipments which caused a great loss of [633] time at Rufisque. Therefore, as early as about 1930, Rufisque had been declassed; in 1933, after the construction of the groundnut platform at the port of Dakar, it did not load more than 10% of the harvest of Senegal, as against 28% at Dakar. Today no maritime loading is done at Rufisque, and the city maintains some economic activity only by grace of a new orientation tending to make it an industrial annex of Dakar.

369 505 439 Thus, the elimination of rivals has resulted in a tendency for all of the activity of collecting the products of Senegal, Mauritania, and the Sudan to be concentrated at a single pole. Only two ports, Kaolack and Ziguinchor, have succeeded in maintaining themselves /380/ and even developing themselves as ports of direct importation and exportation. In 1933 Kaolack exported 52% of the Senegalese harvest of groundnuts, and Ziguinchor nearly 10%, while Dakar had only 28%. Specifically, in addition to a regional exportation equal to half of the Senegalese harvest, Kaolack handled the rail shipments of a large part of the production of eastern Senegal and even of the Sudan. In the case of Ziguinchor, it handled the production of Casamance, which has no other export port. Today the conversion of the

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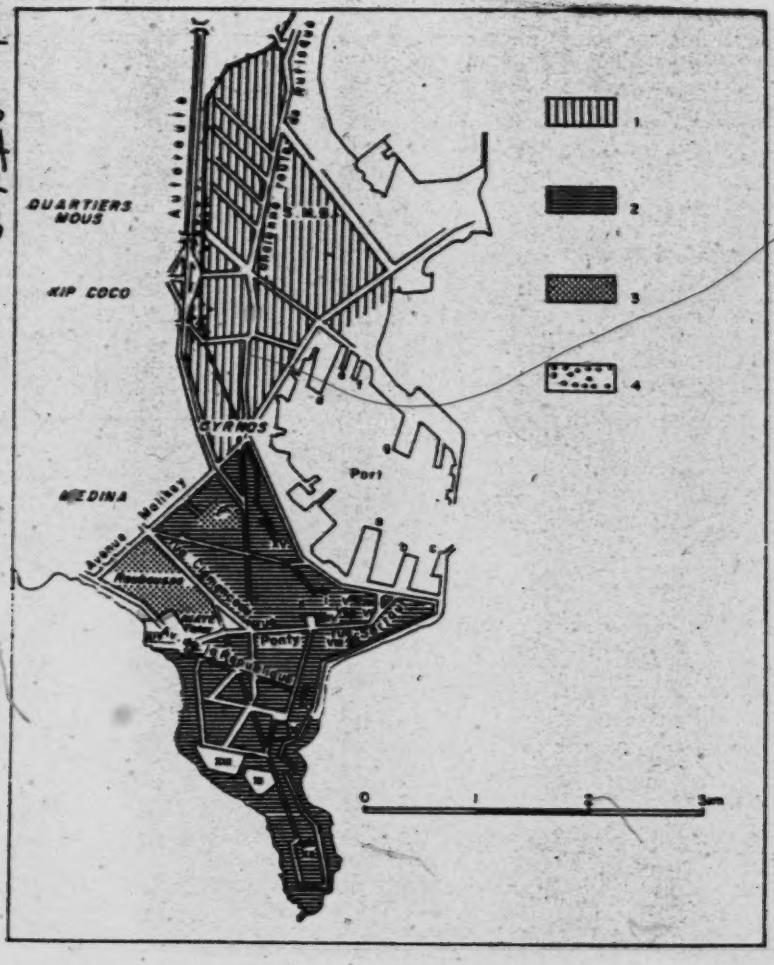

Fig. 3. Dakar. The port and the industrial zone. -- 1. The industrial zone; 2. the very urbanized sections; 3. low quarters; 4. irregular quarters.

(Caption Continued on following page.)

/Fig. 3 Caption cont./

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a-g. The piers. -- I. Town Hall. -- II. Chambre de Commerce. -- III. Sandaga Market (Ponty-Clemenceau cross-roads). -- IV. Former Palace of Justice. -- V. General Postoffice. -- VI. Treasury. -- VII. Kermel Market. -- VIII. Military Circle. -- IX. Residence of the President of the Republic. -- X. Military Hospital. -- XI. African Hospital. -- XII. Palace of Justice. -- XIII. Camp Bornis. -- XIV. Camp Galliéni.. -- XV. Station.

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/383 cont./ one another in Dakar are Lébou, Ouolof /Wolof/, Toucouleur /Tukolor/, Sérère /Serer/, Sarakolé, Diola, Socé, etc., who are Senegalese, but there are also Mauritanians, Sudanese, Voltaics, Guineans, Ivorians /persons from the Ivory Coast/, Dahomeans, Cape Verdeans, Lebano-Syrians, French, etc. The Lébou, who are the original population of Dakar, today represent scarcely one-tenth of the population, exceeded in number by the Oulof, the Toucouleur (20), and even by the 30,000 non-Africans,

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20. A. Diop, "L'immigration toucouleur à Dakar (enquête /investigation/ 1958-1959)," I.F.A.N., Dakar, p. 1. The author, citing an investigation by the M.I.S.O.E.S., gives the figure of 31,000 Toucouleur in 1959.

among whom the French constitute a great majority of close to 23,000 persons in residence. Thi. character of Dakar as a

[166] region of call is illustrated first by the fact that only a little more than one-third of the population was born there. /384/ and then by the quite obvious inequality between the number of men and that of women. Before the war, among the Europeans, there were 65% men as against 25% women and 10%

[744] children (21). Today the systematic destruction of the

21. Morazé, Ch., "Dakar," op. cit., p. 630.

22: Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

river is a sandy bar which sometimes prevents entry by ships for several weeks on end. After this the coast stretches south-south-westwards in a gentle curve of sandy beach. There are dunes along the shore, and, inland from them, the marshy depression already described on p. 397. There are very few villages and, indeed, very few landmarks of any kind. Seventy-four miles from the mouth of the Senegal the village of Kayar is perceptible from the sea. It is connected to Rufisque (17 miles) by a colonial road, and immediately south of it is Lake M'Baouar, which is seldom or never without water. After Kayar the coast trends more definitely south-west. Lake Retba, whose north-eastern end is 6½ miles from Kayar, is a permanent salt lake fed by the sea. There are other lakes and swamps behind the littoral dunes. On the coast itself stands another village, Cambérène, which is 22½ miles from Kayar and behind which rise the Petites Mamelles. These are three grey, isolated, sandy knolls, and they mark the beginning of the Cape Verde peninsula (Fig. 48).

The Cape Verde Peninsula and Goree Bay

Yof island (Plate 108), 3½ miles west of Cambérène, stands off the village (Plate 109) of the same name. The beach on the mainland is accessible to surf-boats in all weathers. Just west of the village is a cable hut, where cables are landed, and a tarmac road runs southwards to Ouakam and Dakar. The coast is now more indented and, 2½ miles south-west of Yof, is a ledge of rocks which joins the shore to Ngor island and behind which is the village of Ngor. Three-quarters of a mile farther west the coast turns almost due south to reach Almadi point (Plate 110), the extreme west of the mainland of Africa. There is a lighthouse on a rock three-quarters of a mile out to sea. Cape Verde itself is 2 miles to the south-east of Almadi point, and behind it are two conical hills called the Mamelles. It was the stunted brushwood on these hills that gave the cape its name. From here to Cape Manuel the coast continues its south-easterly direction, being formed of red cliffs and small sandy beaches. Fann point, 3¾ miles from Cape Verde, marks the north-western end of Madeleines bay, which washes the south-western side of Dakar (p. 444). Some 2 miles south-west are the four Madeleines islands, all of which are rocky and three of which are inaccessible. At Cape Manuel, which is 131 feet high, the coast turns sharply north to form Bernard bay. North of Dakar is Hann bay, and both of these small bays are on the western side of Goree bay. This is generally considered to stretch from Cape Manuel to Cape Rouge, and in it,

22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

1½ miles off shore from Dakar, is the historic island of Goree (p. 449). The bay is protected by the Cape Verde peninsula and affords good anchorage at a depth of 11 fathoms, and its beaches provide numerous landing-points for ships' boats.

The village of Hann, in the middle of the shore of Hann bay, is a

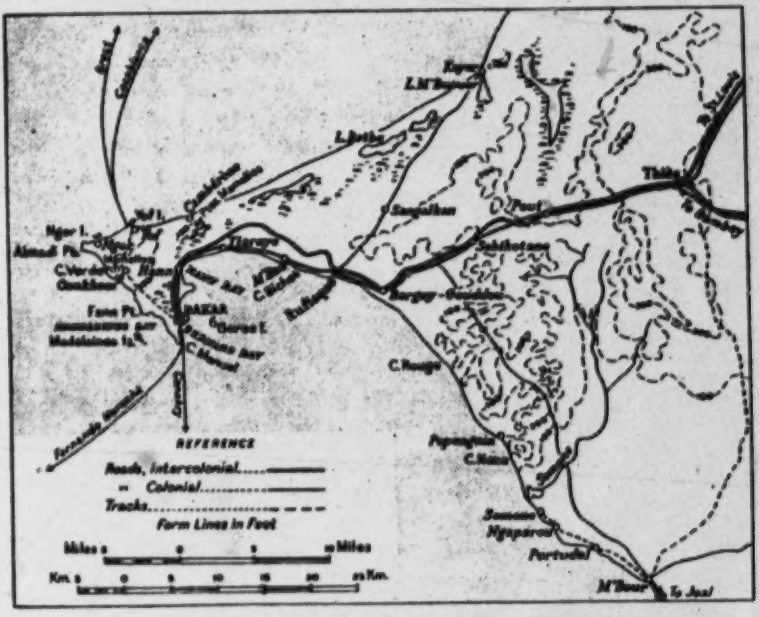

FIG. 48. *The Cape Verde Peninsula*

seaside resort for the inhabitants of Dakar. There is also a botanical garden. The intercolonial road and the railway run near the sea and are never far from it until they pass Bargny-Gouddou. North-east of Hann there is a narrow lagoon between the sea and the road, and the coast bears away north-east, east, and east-south-east for the 11 miles to Rufisque (p. 449). There is much marshland, and the sole feature of note is Cape Biches, a low promontory 2 miles before the town. Bargny-Gouddou is 3 miles east-south-east of Rufisque, and beyond it the coast is cut up by creeks and lagoons, which have small seasonal rivers running into them. Behind them are scattered sandhills which rise eastwards to hills of 200 and 300 feet. Cape Rouge, which barely projects into the sea, has red cliffs intersected by wooded ravines.

22: Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS37

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114. *St. Louis*

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115. *St. Louis: the North Quay*

[facing p. 433]

22: Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

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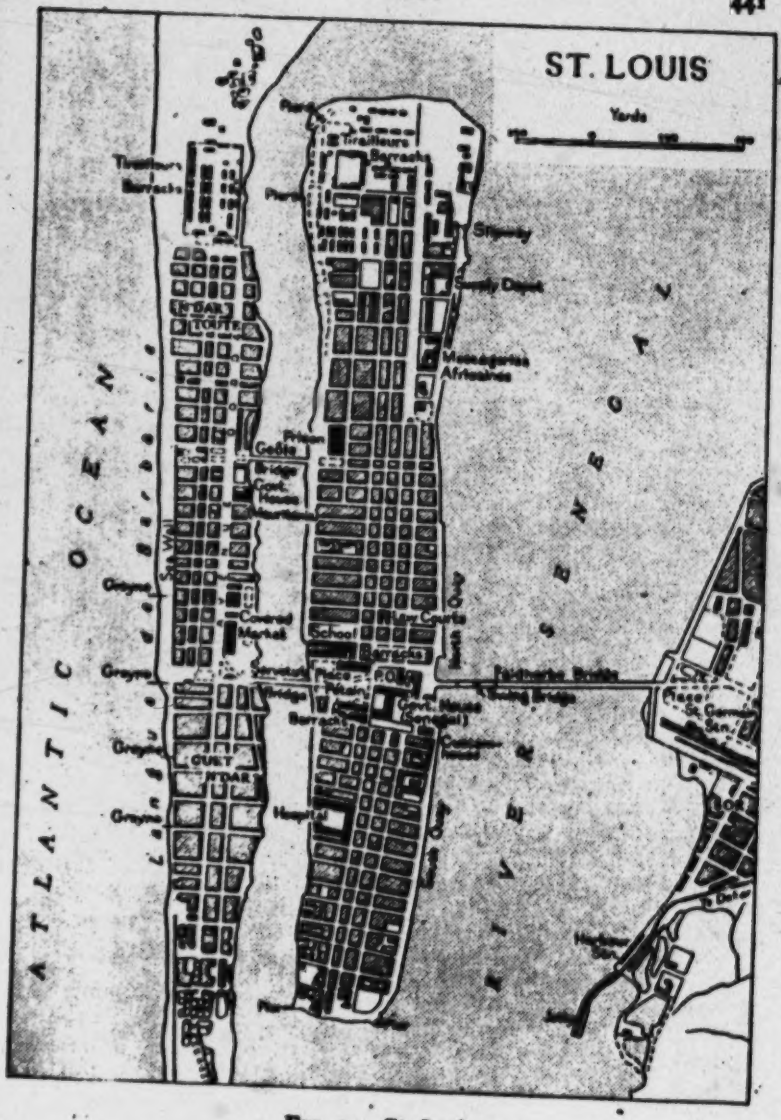
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ATLANTIC OCEAN
Thiaroye's Barracks
Barracks
Stipendy
Sandy Depot
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Court Houses
Sandy Wall
Covered Market
School
Barracks
Police Station
Bridge
Barracks
Govt. House (Senegal)
Governor's House
Hospital
Pontoon Bridge
Swing Bridge
Place St. Louis
Quay
Hospital
Dakar
Hospital
Sandy Wall
Sandy Quay
Sandy Quay
Sandy Quay

22: Winterbotham et al. K-4 (no date) 1944 M537 Senegal MS 37
St. Louis

30 yards. Immediately east of it is the Place St. Germain, on the south-west side of which stands the main railway station. 361

The western side of the Langue de Barbarie has been reinforced by groynes and a sea-wall.

The town as a whole is well planned, and it has many shops and offices.

Trade

The chief exports are oil-seeds and skins. Imports are mainly manufactured goods. In 1937 the former weighed 30,400 tons and were valued at 31,600,000 francs (£253,990), and the latter weighed 8,300 tons and were valued at 11,900,000 francs (£95,640). 439

Description of Port

Anchorages. Outside the bar at the river mouth there is anchorage in 9–11 fathoms. Inside it there is again a depth of 11 fathoms, which gradually decreases until it is 5 fathoms just below Faidherbe Bridge. 504 [133]

Quays. The principal quays are on the east side of the island. North Quay (Plate 115), above Faidherbe Bridge, is 1,050 feet long, and South Quay, below it, is 1,770 feet long with an alongside depth of 12 fathoms. At the harbour station in Sor there is a jetty 600 feet long with a wharf at its head. There are four small piers on the island, whose positions are shown in Fig. 53.

Equipment. There is a steam crane some 600 yards above the North Quay and a slipway a little higher still. Minor repairs can be effected, but facilities are generally poor.

Fuel. A small stock of coal is kept, but no oil.

Communications

Rail. There are three railway stations (p. 467) in Sor, and the main station is the terminus of the line to Dakar (Route 1). 498

Road. The intercolonial road to Thiès (124 miles) and Dakar (168 miles) starts from the Place St. Germain and then turns south when clear of the goods station. At this point the Imperial road branches off north-east to Rosso (66 miles) and ultimately to Tindouf (1,315 miles). There is a bus service twice a week to and from Matam and Nayes. 491 494

Air. The airfield is 3¼ miles north-east of Place St. Germain. Its surface is hard clay and it has one hangar. In normal times there is a weekly Air France service to Dakar. 508 509

22: Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

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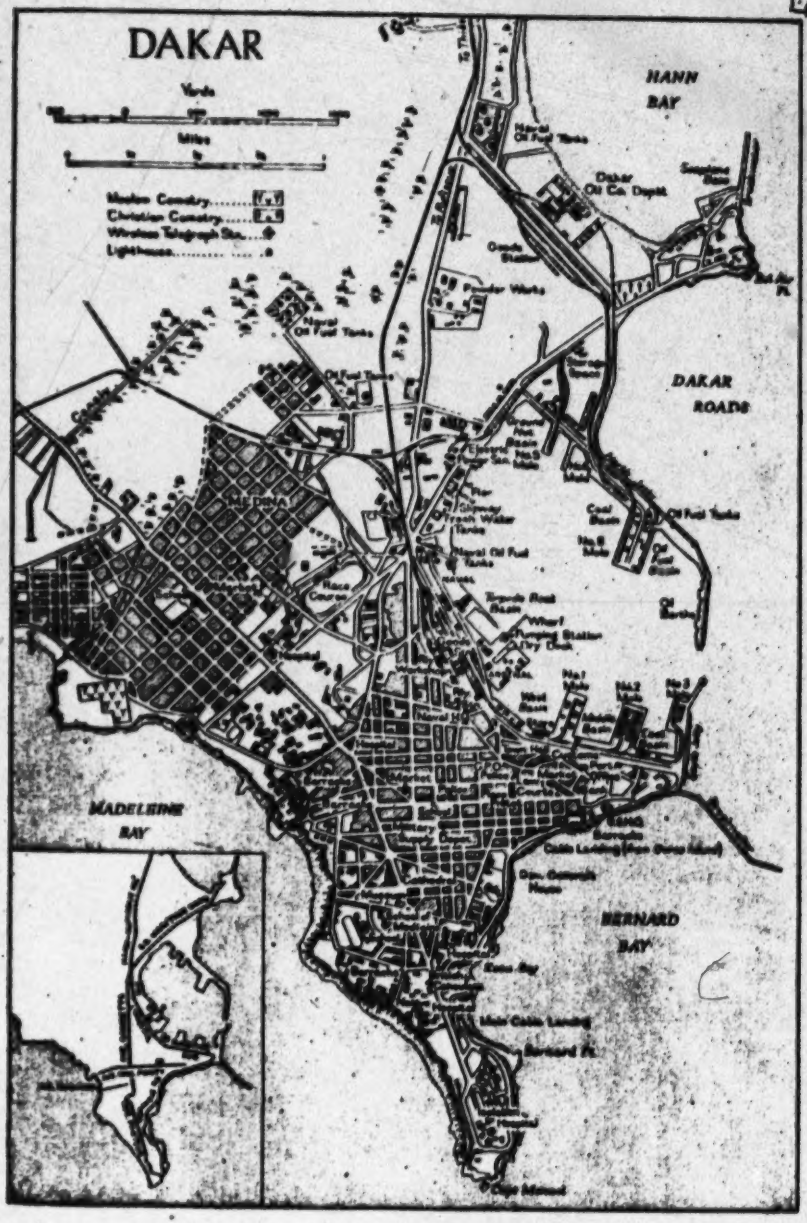

FIG. 54. *Dakar*

22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS37 Dakar

History

Until the middle of the nineteenth century Dakar was a Lebou village. In 1846, however, a Roman Catholic convent was built there, and eleven years later the village and the Cape Verde peninsula were officially occupied. In 1858 the French Government signed a contract with the Messageries Impériales (now the Messageries Maritimes) whereby ships sailing between Bordeaux and Rio de Janeiro would call at Dakar. The company acquired 7½ acres of land near Dakar point, and in 1863 a small jetty was built. This was the beginning of the port. In 1864 a lighthouse was constructed near Cape Verde and three years later two others, respectively at Almadi point and at Cape Manuel. In 1885 the railway to St. Louis was opened. It was not, however, until 1898 that the idea was conceived of making Dakar a big naval base, and by 1910 it was capable of accommodating vessels of all types. Further improvements have since been effected, and to-day the dry dock is big enough to take a battleship.

The Town

Dakar has grown so as to cover the southern part of the Cape Verde peninsula, but the port is on the east side of the town. On the south-west are the cliffs of Madeleines bay and on the south-east those of Bernard bay. Dakar point marks the northern end of the latter. North of the port is Bel Air point, the southern limit of Hann bay.

The medina or native town, which contains nearly half the population, is to the north-west of the main town. The intercolonial road enters the latter from the north and is continued as the Avenue Gambetta and the Avenue Maginot to an open space where stands the Roman Catholic cathedral. East of the cathedral is the Residence of the Governor-General (Vol. I, Plate 58), magnificently situated on the top of the cliffs overlooking Bernard bay. Farther south are the British Consulate, the Pasteur Institute, the botanical gardens, and, almost at Cape Manuel, the isolation hospital. The buildings of the army headquarters are near Dakar point. West of them are the port offices, the telephone exchange, the principal market, the Mairie (Plate 117), and the law courts. The town contains innumerable shops and offices and many clubs, cafés, hotels, and other amenities of modern civilization.

22: Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS37
Dakar

Trade

Imports and Exports. Dakar is the outlet for almost the whole of French West Africa north of the forest. In particular it serves the most fertile and prosperous parts of Senegal and French Sudan. The principal export is, of course, ground-nuts, and others are gold, gum, shea butter, kapok, and hides. Imports include manufactured goods of all kinds, coal, oil fuel, wine, sugar, and flour. In 1937 imports totalled 1,298,700 tons to the value of 763,200,000 francs (£6,134,060) and exports 1,284,300 tons to the value of 572,300,000 francs (£4,599,740). This represents some 40 per cent. of the total trade of the Federation.

Manufactures. In or near the town are brickworks, a brewery, candle factories, charcoal furnaces, ice factories, sisal cleaning plants, sack factories, saw-mills, and factories for extracting ground-nut oil. There are also native handicraft workers. West of the town there are two basalt quarries, which are connected to the harbour by a railway line.

There are several trade unions.

Finance. The Port of Dakar has its own budget. In 1938 this balanced at 10,792,486 francs (£66,212). The principal items of revenue were the dues on the loading and discharge of cargo, which brought in 4,150,000 francs, the dues paid by ships, which brought in 1,566,000 francs, and the charges for the use of port equipment, which brought in 1,115,700 francs. The principal items of expenditure were 4,912,166 francs on wages and salaries of employees and 2,551,770 francs on the materials used in the maintenance of the port.

Description of Port

Anchorages. Outside the harbour there is good anchorage in 10 fathoms. Inside depths are greater, and there is space for a large number of vessels.

Quays and Wharfs. The main basins of the harbour are divided off from Goree bay and Dakar Roads by the North Jetty. This runs south-eastwards from the shore for nearly 1,200 yards and then turns southwards for its last 550 yards. Here are found the oil berths, and at the end of it is a light. Three moles project from the landward side of the main jetty. Behind No. 5 Mole, the nearest to the land, there is a large open space used for storing dumps of ground-nuts (Vol. I, Plate 84). This end of the harbour is a seaplane base, with a hangar on the shore. On the north-west side there are some

22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

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118. *Dakar from above the South Jetty*

[facing p 448]

22:Winterbotham et al. · K-4 (no date) 1944 MS37 Senegal MS 37
Dakar

small piers and a slipway. A quarter of a mile south of the slipway are the naval oil-fuel tanks, which are at the northern end of the dockyard. This has, among other works, a large basin and a dry dock, and behind it are the railway goods station and workshops. Just beyond its southern corner is the main station, but extensions of the line run on to the wharfs. On the south side of the harbour are the three principal commercial basins, separated from each other by moles. The easternmost of these is the South Jetty, at the northern end of which is another light, only 275 yards from the end of North Jetty.

From Dakar point a breakwater runs for 1,000 yards south-east and east.

Alongside depths vary from 21 feet at No. 1 Mole to 34 feet at No. 8 Mole, and the total length of quays and oiling berths, apart from those in the dockyard, is 13,861 feet.

Warehouses. There are warehouses on No. 1 Mole, No. 2 Mole, and No. 3 Mole, and all along the south side of the harbour.

Equipment. The dry dock is 656 feet long and 93 feet wide and can be divided into two parts. There are numerous cranes of all types, including floating cranes. The two largest of these are each of 125 tons. Repair facilities are good, and the port is well supplied with tugs, launches, and lighters.

Fuel. The commercial oil-fuel tanks are on the south shore of Hann bay. Behind them is a goods station. Additional naval oil tanks are farther north-west. A pipe-line connects the commercial tanks to the oil berths at the end of North Jetty. Coal is stored on No. 8 Mole. It is very largely imported from South Wales. Good stocks of both fuels are normally held.

Communications

Rail. Dakar is the terminus of the railway from Thiès and St. Louis (Route 1). From Thiès Route 2 runs to Kidira (396 miles) and ultimately to Koulikoro (801 miles). The main station is at the south-east corner of the harbour, close to the dockyard.

Road. It has already been stated that the intercolonial road runs north from the end of Avenue Gambetta. It follows the curve of Hann bay to Rufisque (15 miles) before going to Thiès (44 miles). A minor road leads north-westwards to Ouakam (5 miles) and Yof (8 miles). There are also other minor roads.

Air. The airport lies nearly 5 miles north-west of the main town, and has hangars and workshops. In 1939 Dakar was on the Air France

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[DAKAR]

route from Paris to Santiago and was also the terminus of local services to Bamako and to St. Louis. The Aéromaritime company used to run flying-boat services to Conakry, Abidjan, Lagos, Douala, and Pointe Noire.

Wireless. The broadcasting station is near Madeleines bay, 700 yards north-west of the cathedral. A small station, transmitting to ships, is on Bel Air point.

Cable. Dakar is connected by cable to Casablanca, to Brest, to Fernando Noronha (Brazil), and to Conakry. The two latter cables are landed in the south-west of Bernard bay, not far from the Pasteur Institute. There is, however, a telephone cable to Goree island. This is landed on the north-west shore of the same bay.

Shipping. Lines normally serving the port include the following: America West African, Bull, Chargeurs Réunis, Elder Dempster, Fabre, Fraissinet, Gdynia America, Hamburg-Bremen, Holland West Afrika, Italia, Lloyd Triestino, Maurel et Prom, Messageries du Sénégal, Navigazione Generale Italiana, Société Générale des Transports, Société Maritime Belge des Transports, and Société Navale de l'Ouest.

Coasting vessels sail regularly for Port Etienne, St. Louis, Kaolack, and Ziguinchor.

GOREE (14° 39′; 17° 23′ W.). Population, 714. Custom-house. Barracks and military hospital.

The rocky island of Goree (Plate 112) has an area of 138 acres. The first Europeans to land on it were the Portuguese in 1445, and since then it has had a chequered history, which has been told elsewhere in these volumes.

Most of the centre of the island is occupied by buildings, and in the south there is the old fort. In the extreme north is a large lime-kiln.

The only source of water is an artesian well in the fort.

Trade. Trade is now limited to the ordinary requirements of the islanders, and traffic to taking them and their goods to and from the mainland.

Harbour. In the north-east of the island there is a little bay where there are three jetties, only one of which (Plate 121) is now in use. The depth at its head is 10 feet.

RUFISQUE (14° 41′; 17° 12′ W.). Population, 19,764, including 180 Europeans. Full Commune. Custom-house. Medical post. Barracks. Police headquarters. Power station. Hotel. Garage.

22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 30

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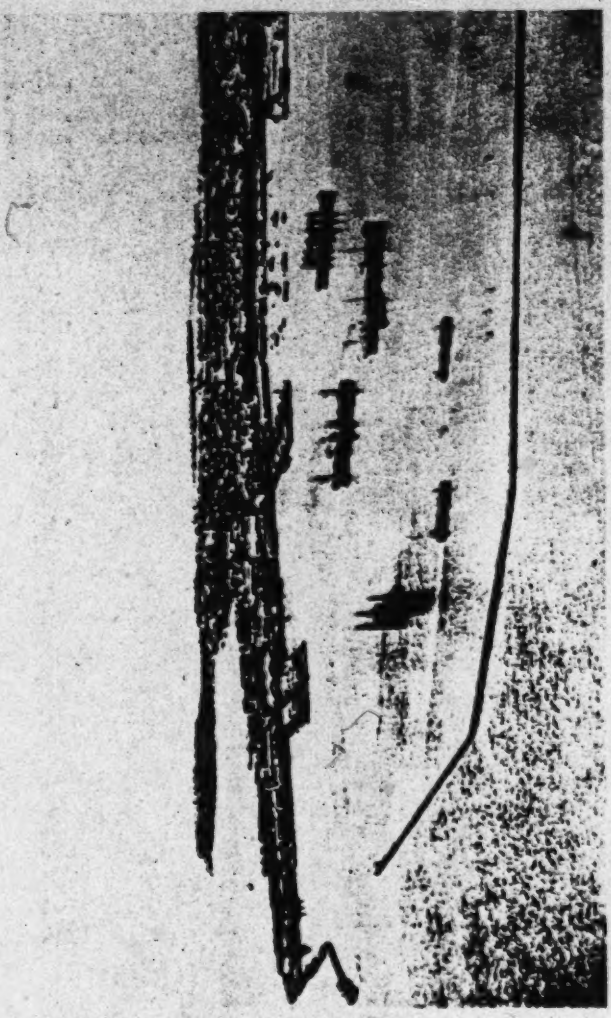

119. *Dakar: the port*

[facing p. 449]

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[RUFISQUE]

439 Rufisque was the first port from which ground-nuts were exported, and to-day ground-nuts are still the main article of trade. In the first quarter of 1939 it exported 25,152 tons of them. On the north side
504 of Goree bay, Rufisque can only handle small ships. There is anchorage off shore in 3–7 fathoms, but from July to November heavy swell makes it almost unusable.

633 Since 1937 the town has been in the District of Dakar.

Jetties and Equipment. There are three jetties with alongside depths
504 of at least 9½ feet. Two of these are of iron, one being 603 feet long and 33 feet wide with an extension by a wharf 65 feet long and 52 feet wide. The third is of concrete and is 656 feet long. Decauville tracks connect these jetties to the railway. There is one 5-ton crane and one 2-ton, besides smaller ones. There are 4 tugs and 2 lighters.

Communications

496 *Rail.* By rail Rufisque is 17 miles from Dakar, 26½ miles from Thiès, 146 miles from St. Louis, and 268 miles from Tambacounda.

491 *Road.* The intercolonial road runs from Dakar (15 miles) through to Thiès (29 miles), where it divides. Eight miles beyond Rufisque a colonial road branches off it to go to M'Bour (38 miles), Joal (61 miles), and Fatik (101 miles). Another colonial road goes northeastwards from the town to Sangalkan (6 miles) and Kayar (17 miles).

36 [131] [162] M'Bour (14° 21′; 16° 57′ W.). Population, *c.* 4,500, including 175 Europeans. Mixed Commune. District headquarters. Custom-house. Medical post. Police station.

The town of M'Bour stands at the head of a shallow cove which extends for a mile out to sea as a passage between two reefs. Inside [504] the cove the water is up to 4½ feet deep, and there is a wharf used by surf-boats. Ships anchor 2½ miles off shore, but heavy swell makes [439] conditions difficult from June to November. Ground-nuts and millet are exported.

[491] M'Bour is on the colonial road from Rufisque (38 miles) to Joal (23 miles) and Fatik (63 miles). Several minor roads lead inland, [494] notably one to Thiès, along which there is a bus service twice a day. For half the year there is also a service to Joal.

[131] [162] Joal (14° 09′; 16° 51′ W.). Population, *c.* 900. Custom-house. Roman Catholic mission.

[175] Joal was founded by the Norman Company in the middle of the seventeenth century. It was captured by the Dutch in 1677 and by

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[JOAL]

the British 70 years later, and it did not finally become French until 1763. It is on a sandspit in front of a coastal lagoon. Off shore there is a large sandbank, exposed at low tide.

There is a small wharf, but, owing to the difficulty of access, there is very little trade. In 1937, for example, only 4,600 tons of goods were handled and their value was 4,600,000 francs (£36,970).

The colonial road from Fatik (40 miles) to M'Bour (23 miles) and Rufisque (61 miles) runs through the town. There are also minor roads. From November to June there is a bus service to M'Bour and Thiès four days a week.

FOUNDIOUGNE (14° 06′; 16° 29′ W.). Population, 2,734. Mixed Commune. District headquarters. Custom-house. Medical post.

Foundiougne is on an island formed by the Saloum, the Djomboss, and their connecting channels. Much of the district is swampy, but the town itself is on a piece of firm ground on the left bank of the Saloum, 33 miles from the sea.

Anchorage in the river is in 3½ fathoms. There are 8 wharves, of which 1 is owned by the municipality.

The principal export is ground-nuts, but in recent years Foundiougne has declined in prosperity. This is owing to the rise of Kaolack, which is better situated on the north bank of the river and which has much better communications.

There is a ferry across the river, and from its far side a rough road leads to Fatik. South of the river there is a colonial road eastwards to Kaolack (32 miles). Along both these roads there is a bus service, daily in the dry season and fortnightly in the wet.

FATIK (14° 18′; 16° 27′ W.). Population, 3,521, including 128 Europeans. Mixed Commune. District headquarters. Medical post. Police station. Emergency landing-ground. Regional School. Garage.

At Nonane, on Marigot de Fatik 14½ miles above its junction with the Saloum, is the site of one of the old *escales*. This is the upper limit for boats drawing 10 feet, but smaller craft can ascend a further 7 miles to Fatik, 58 miles from the sea. The town is on the right bank of the river, which is here called the Sine.

Trade is chiefly in ground-nuts.

Colonial roads lead north to Bambey (27 miles), south-east to Kaolack (28 miles), and south-west to Joal (60 miles), and a minor road south to Foundiougne.

The landing-ground is half a mile west of the town.

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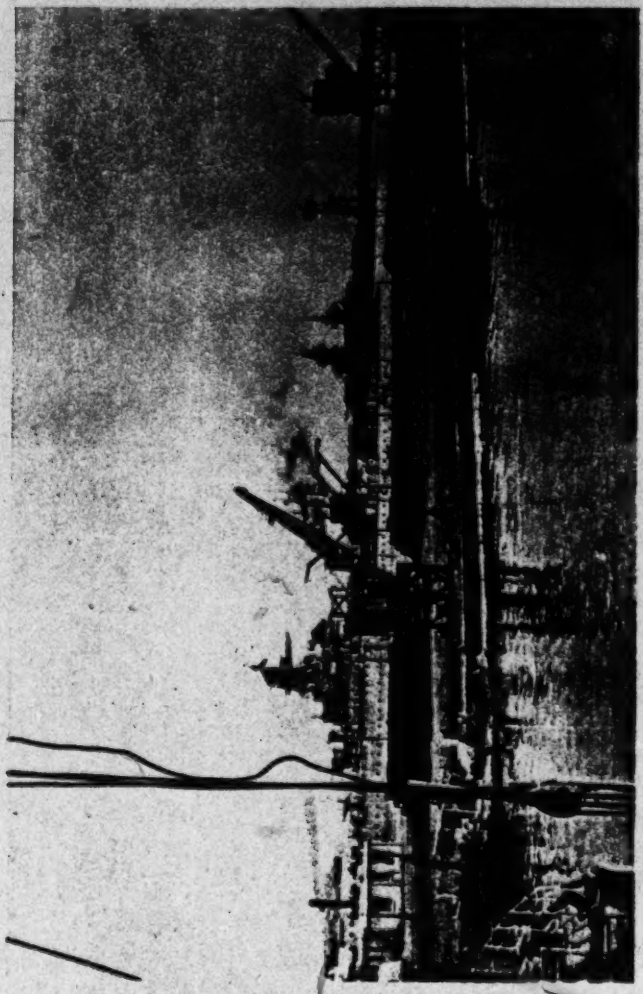

120. *Dakar: Mole No. 8*

[facing p 452]

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KAOLACK (14° 07′; 16° 07′ W.). Population, 21,973. Mixed Commune. Headquarters of the province of Sine-Saloum. Custom-house. Chamber of Commerce. Medical post. Police headquarters. Meteorological station. Landing-ground. Wireless station. Regional School. Roman Catholic mission. Bank of West Africa. Banque Commerciale Africaine. Hotels. Garages. Race-course.

Kaolack exports more ground-nuts than any other port in the Federation. It is a well-planned town with squares and trees, and it is on the right bank of the Saloum, 71 miles above its mouth, where the river is 100 yards wide. It is the limit of navigation for sea-going ships.

In 1904 Kaolack had only 300 inhabitants, but the development of communications in the neighbourhood has caused it to grow to its present size. The figure given above is for the permanent population only. At the height of the ground-nut season there are an additional 20,000 temporary inhabitants.

Trade

During the first quarter of 1939 Kaolack exported 32,259 tons of ground-nuts (Plate 122), as against 26,832 tons from Dakar. Owing to the bar across the Saloum, however, many ships do not load to their maximum capacity but go on to Dakar to complete their lading. Across the river from the town is a large salt-works.

The Port

On the north bank there are concrete quays with a total length of over 2,000 feet and on the south bank there is a small wharf. At Lyndiane, 9 miles downstream, is a wharf belonging to the firm of Peyrissac et Cie.

Communications

Rail. Kaolack is the terminus of Route 5 to Guinguiné (14 miles), and is therefore 142 miles from Dakar. It is also the terminus of Route 6 to Lyndiane (6½ miles). Both stations are close to the river, and there is a line directly on to the quays.

Road. Intercolonial roads lead northward to Gossas (25 miles), Thiès (82 miles), and Dakar (126 miles), eastward to Kaffrine (37 miles) and Tambacounda (188 miles), and south-south-westward to Messira (49 miles) and the frontier of the Gambia (57 miles). The last-named road crosses the Saloum by a bridge. A colonial road goes north-west to Fatik (28 miles), another south-east to Nioro

22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS37

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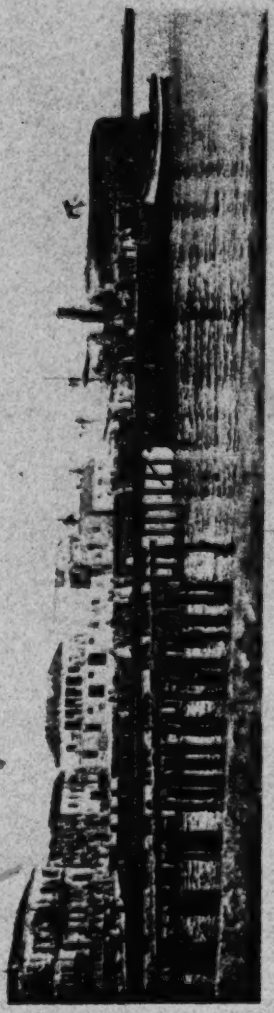

121. *The jetty at Goree*

122. *Ground-nut dumps at Kaolack*

[facing p. 453]

22:Winterbotham et al. K-4 (no date) 1944 M837 Senegal MS 37

[KAOLACK]

(33 miles) and Medina (50 miles), and a third west to Foundiougne (32 miles). 36 [491]

Air. The airfield is 1 mile north-east of the town. [508]

Wireless. The wireless station is in the centre of the town. [206]

Shipping. Boats of the Messageries du Sénégal line call regularly, and the Compagnie de Navigation Paquet maintains a weekly service with Foundiougne, Bathurst, and Dakar. [505]

ZIGUINCHOR (12° 32′; 16° 21′ W.). Population, 6,070. Mixed Commune. Headquarters of the Casamance Territory and of the Province of Ziguinchor. Custom-house. Magistrate's Court. Chamber of Commerce. Hospital and maternity home. Police headquarters. Meteorological station. Emergency landing-ground. Wireless station. Roman Catholic mission. Garages. Daily market. [131] [162] [743]

The first large piece of firm ground upstream from the mouth of the Casamance is nearly 42 miles from the sea, and it is here, on the left bank, that Ziguinchor stands. The depth of the river is 6 fathoms. Jetties have been built at right angles to the waterfront, partly to counteract silting, and ships drawing 15 feet can go alongside them. The quays have a total length of over 3,000 feet and the warehouses a total capacity of some 25,000 tons. There are no cranes, all goods being manhandled. [504]

There is a considerable variety of exports, including ground-nuts, fruit, rice, palm oil, palm kernels, cotton, tobacco, sisal, and hides, but imports are chiefly manufactured goods and building materials. In value of trade Ziguinchor comes between Foundiougne and Rufisque. [439]

Communications

Road. The river is crossed by a ferry, and a colonial road leads north to Bignona (16 miles) and then east to Sedhiou (74 miles) and Kolda (136 miles). Another one goes along the south bank of the Casamance, also to Kolda (130 miles). Minor roads lead south to the frontier of Portuguese Guinea and south-west to Oussouye and Diembering. [491]

Air. Seaplanes can alight in the river, and there is a weekly Aéromaritime service to Bathurst and Dakar. The landing-ground is 1½ miles south of the town. [509]

Wireless. The two wireless stations are housed in the same building. [206]

23: Aujas--16 G-5 (no date) 1929 MS37 Senegal MS37

/Between pp. 104 and 105/

Plate I

502

Pilot Station at the Pointe de Sangomar.

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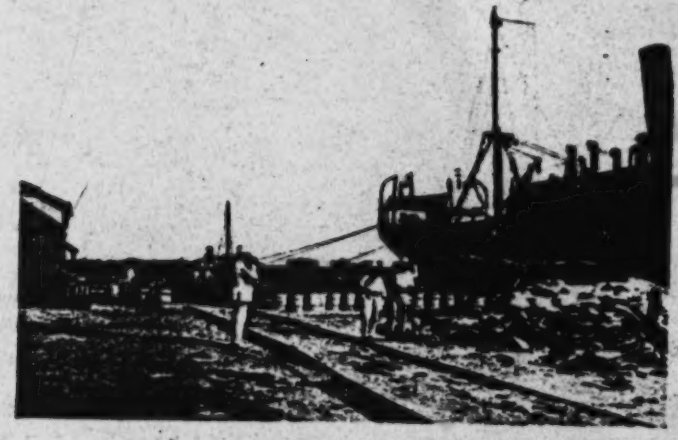

The Port of Kaolack: the quays.

/106 cont./

244 contract, depending on the region, between 100 and 120
466 francs.
[465] The European agricultural concessions should draw inspiration from this custom. In order to retain a labor force, it would be proper to assure the native food and lodgings and leave a small field at his disposal, while at the same time allowing him a day or two a week to work for himself.

This formula is applied in Latmingué by the Société des plantations, which exerts all its efforts on the cultivation of manioc.

433 Economic facilities. The economic facilities of the circle include ports, railroads, highways, inland waterways, and a telegraph, telephone, and postal network.

504 Ports. These are river ports where the tide permits ocean-going steamers, not exceeding a certain tonnage, however, to conduct their operations along the wharves or landings built along the steep banks.

The Saloum has two ports of this type: Kaolack and Foundiougne.

The Sine has one port, Niamnioro.

The Miniminian, an affluent of the Gambia, has one port, Saboya.

On the Saloum, between Foundiougne and Kaolack, two more embarkation points are visited: Kamatane, included in the concession of MM. Civrac frères (left bank), and Lyndiane, included in the concession of the Société des Anciens Etablissements Charles Peyrissac et Cie. (right bank).

On all of the other channels or marigots /107/ embarkation and debarkation points -- with wharves -- accessible only to cutters with a tonnage between 25 to 50 tons have been installed. These cutters make the transit and carry their cargo to the big ports of Kaolack, Foundiougne, and Niamnioroh.

Over the past several years, Kaolack has become an important embarkation and debarkation point. It is also the
[496] natural port of the French Sudan because it has the advantage of being linked to this colony by a branch which connects it,

/107 cont./

504 [496] to the Thiès-Niger railroad. The Kayes-Kaolack route saves about 225 kilometers for the merchandise on the Kayes-Dakar journey, which is appreciable, considering the high cost of the railroad rates.

Exporters, and even importers, therefore have an interest in using the port of Kaolack.

To justify this interest, however, it was necessary: 1st, [502] to put marker buoys on the Saloum; 2nd, to equip the port.

The buoying was completely redone in 1922; it is examined and repaired each year.

Modern facilities for the port are on the way to being realized.

504 653 New works at the port of Kaolack. The government of the colony, after having made different studies concerning the arrangements at the port of Kaolack, opened a competition at the beginning of 1927, by means of which it called on the large public-works enterprises to submit proposals for the arrangements on the right bank of the Saloum River for a distance of 350 meters, with the view of enabling ocean-going vessels to load and unload their merchandise directly, without the aid of barges or tenders, and for the construction of a [491] permanent bridge on the Saloum, about 200 meters long, intended to replace the Noirot bridge, located about two kilometers upstream from the port.

The plans of the Société de constructions Edmond Coignet, of Paris, which were classed No. 1 as being the most adequate for the requirements of commerce and as requiring the least expense, anticipate the following construction and arrangements:

-504 A reinforced concrete landing, 350 meters /108/ long and eight meters wide, whose upstream end will be near the Chavanel wharf, and whose downstream end will extend 110 meters toward the present downstream landing of the Thiès-Niger railroad.

The bank of the new work will coincide with the frontage of the approach of the existing landing and in addition will be protected by reinforced concrete pilings every 30 meters.

The landing will be constructed to support a uniformly distributed load of 3,000 kilograms per square meter, as well

/108 cont./

504 as a set of tracks for a five-ton crane and two railroad tracks. At its downstream end, a reinforced concrete bridge will permit connecting the tracks on the landing with the station of Kaolack.

Behind the landing the terrepleins will be embanked in such a way as to constitute a platform about 300 meters deep extending between the new work and the Rue de la Poste. This platform, intended to contain seccos and eventually some sheds, will be cut by five longitudinal streets ten meters wide and four transverse streets 20 meters wide. These streets will be built with concrete and will have special facilities for the drainage of winter rainwater. Tracks connected with the Kaolack station will be embedded in the concrete of the longitudinal streets.

A large maritime station will be built downstream from the terrepleins which have just been described. It will be made up of a number of sections permitting the convoys of cars which have passed through the Kaolack station to be subsequently shunted to the various longitudinal streets of the terrepleins or to the landing.

The assemblage of the works and arrangements schematically described above will permit an important extension of the present port toward the west where three years from now a truly modern port will be built. There the important transfers of goods made between the Thiès-Niger railroad and the ocean-going vessels will be done with the latest types of mechanical manipulations known, which will insure /109/ more and more commercial transport between the Sudan and Europe.

491 [493] The wooden Noirot bridge presently existing, on which the traffic has increased considerably since the introduction of the automobile in French West Africa, will not much longer be able to support with safety the weight of the cars and trucks and should, in accordance with the plan which has been approved, be replaced by a reinforced concrete bridge made up of 13 trusses with a compass of 15 meters, resting on 12 piers based on reinforced concrete piles.

This bridge will be capable of supporting a railroad

/109 cont./

491 line in addition to the normal traffic of pedestrians and vehicles.

653 The colony of Senegal, in concert with the Société Coignet, is currently preparing the agreement, which will be passed immediately and which will require three years for the landing, the embankments of the terrepleins, and the bridge.

The realization of the works and arrangements planned will be an interesting example of close co-operation between the government of the colony, the public works services, the [441] Kaolack Chambre de Commerce, and private enterprise.

433 To demonstrate the importance of the port of Kaolack, it is sufficient to put some figures before the eyes of the reader. One will get an idea of the growth of the commercial movement that the privileged location of Kaolack on the river enabled one to foresee 15 years ago.

433 In 1905, Kaolack was still a small, insignificant vil-
505 lage. Foundiougne was the great port of the Saloum. But Kaolack was the outlet for an entire hinterland much larger; it was the access route of the products from Baol and Haut-Saloum /Upper Saloum/; finally, it was the natural port for the Sudan. Its approach, 120 kilometers from the ocean and made difficult by the passage of the Sangomar channel and [502] the sandbanks of the river, has been facilitated by the buoys. Running aground has become much rarer. Piloting, however, is obligatory.

496 Railroads. The railroad from Thiès to Niger, /110/
433 extended by a branch of 22 kilometers, which starts at Guinguinéo and ends at Kaolack, brought out the full importance of the latter point as the lands located near the railroad were improved. This development will take several years. It is steadily and fully progressing today. Like all railroad lines, the artery of the Thiès-Niger breathes life into formerly deserted regions, which are now being populated and opened for colonization.

648 Undoubtedly Kaolack benefited from the non-application
● 504 of the Franco-British pact of April 8, 1904. As is known,

/110 cont./

648 according to this agreement, Great Britain left to us on the
504 Gambia River, along with the territory of Kantora, the port of Yarboutenda, which she thought was accessible to ocean-going vessels. If this advantage did not exist, the text added, a port would be selected downstream and ceded to France, along with the lands defined by an arc of one kilometer in radius. Later on, Yarboutenda was discovered to be inaccessible to ocean-going vessels. The French government then had the right to select a port on the Gambia which offered the advantages that the agreement consented to give us. After study, the port of Nianimaro was selected by the Government-general of Dakar. But the negotiations between Paris and London were never concluded.

496 Because of its natural position on a navigable river,
504 Kaolack has remedied a situation which might have been very disadvantageous for our commerce. The rail line was even extended from Kaolack to Lyndiane, over a distance of 12 kilometers, in order to favor a private enterprise established on the river at this place.

Lyndiane is in fact a point on the right bank of the Saloum where vessels can tie up easily. The Etablissements Ch. Peyrissac et Cie., who own this port and have branches in both Senegal and the Sudan, have a real advantage in this privileged situation.

496 We have given some indication above of the development of the railroad: 190 kilometers in Sine-Saloum. The seven stopping stations are: Gossas, Guinguinéo, /111/ Birkelane, Kaffrine, Malem Hodar, Maka-Yop, and Koungheul, all located at the outlet of trade routes carrying groundnuts.

491 Roads. Branching off from this railroad line, as well as from all the major centers, many highways streak across the country in every direction. These roads, or rather dirt roads,
[494] are for the most part accessible to automobiles: tourist cars and transport trucks.

There are more than 3,000 kilometers of dirt roads in the circle, of which 2,000 kilometers are used daily in the dry